

158967

FAA-2001-11032-18

Boeing is submitting the attached comments regarding SFAR 92-3 on behalf of Korean Airlines.

Thanks,
Sharareh Jafarzadeh
ECS-Electrical Systems
747/767/777 Service Engineering
Tel: 425-266-5599

02 MAR -1 PM 4:17

DEPT. OF TRANSPORTATION



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Message Number:	Action File Name:
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KAL-SEL-02-00147F	M-7200-02-00087

Model: ALL ATA: 0000-84

Subject: FLIGHT DOOR SECURITY ENHANCEMENT - //Y. KWON//

From: bfssel2@blv-pop-01.boeing.com

/From BFSSEL2
 /Attn (ESE) Stephen Wilhelm 747/767/777 Airline Support Manager
 /CC (BFSPUS1) K Cummings BFSR

KAL-SEL-02-00147F 01-FEB-2002
 ATA 0000-84 MODEL ALL
 FLIGHT DOOR SECURITY ENHANCEMENT - //Y. KWON//
 REF /A/ M-7200-02-00087 /N/
 /B/ AD FAA-2001-11032 /N/

The following message was sent to Stephen Wilhelm with a copy to K Cummings and Y. Kwon of engr dept.

KAL has reviewed the ref /A/ and prepared their comment to the FAA. However, They were unable to find an applicable address to send their impute to. They have asked if Boeing would submit their response to the FAA on KAL behalf. The following is KAL's comment to the ref /B/ AD.

Quote:
 For applicability of cargo airplanes

Subject rule stipulates all transport category cargo airplanes that have a flightdeck door provisions or installed on the effective date of this amendment should apply this rule.

In this respect, Korean Air has the following comment :

The persons who may be carried on cargo planes of Korean Air, except duty flight crew, are limited to deadheading crews, mechanic/inspector, authority qualified person, and the other persons, who are granted Cockpit Authorization that Korean Air is offering officially.

Cockpit Authorization of Korean Air requires that, although the persons on board cargo airplanes of Korean Air as employee of Korean Air are deadheading crews or mechanic/inspector in charge of the safety of flight, theses persons must keep one authorization slip for personal records to guarantee the personal identification /background, and all regulations elating to security precautions must be strictly enforced when entering flightdeck compartment.

In addition, for even other persons necessary for the safe handling of animals or hazardous materials, etc.(i.e. those who are not employee of Korean Air), Cockpit Authorization of Korean Air requires that, these persons must keep one authorization slip for personal records to guarantee the personal identification / background, in the same way as described in above, and all regulations relating to security

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precautions must be strictly enforced when entering flightdeck compartment.

In the end, any persons who may be aboard Korean Air's cargo airplanes are not only identified but also screenfiltered in accordance with Security / Safety Procedure before boarding the cargo airplanes.

Therefore, Korean Air insures that there is no possibility of any unidentified or unauthorized persons on board Korean Air's cargo airplanes.

Taking this background into account, Korean Air would like to propose to FAA as follow:

- Add the exemption that this rule is not affected on transport category cargo airplanes with a flightdeck door when the persons authorized by certificate holder is aboard airplane.

Regards/ J. S. Lee
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Unquote:

DESIRED ACTION:
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Please forward the aforementioned KAL comment on the ref /B/ AD to the FAA for KAL.

REGARDS,
J Baker/G Small BOEING FIELD SERVICE SEOUL, BFSSEL2

FSE-BOECOM-12.2.4 FRI 01-FEB-2002 07:35Z